

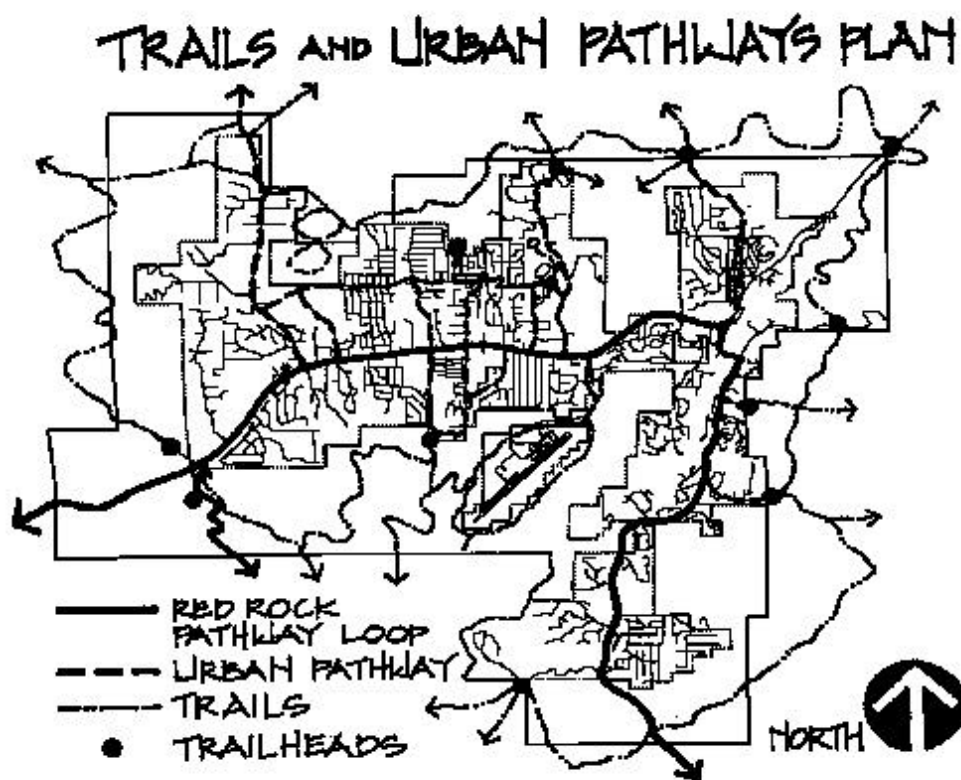
# 1.0

## EXECUTIVE SUMMARY

# 1.1 OVERVIEW

In 1991 the Sedona City Council adopted the Sedona Community Plan. The plan's Parks, Trails, and Non-Motorized Bikeways Element recommends that a system of pedestrian trails and non-motorized bikeways be developed in order to provide increased recreational opportunities and reduce the dependence on the automobile. Since 1991 the Parks & Recreation Department and Parks & Recreation Commission have been striving toward developing a Sedona Trails and Urban Pathways Plan in order to create an integrated system of trails and pathways for walking, hiking, equestrian use, and non-motorized mountain and road bicycling.

It is important to distinguish between the trails and urban pathways components of the proposed system. The proposed trails plan provides for direct access to and through Coconino National Forest Lands and encircles the City. The urban pathways component consists of planned bicycle and pedestrian routes that will help to move people through the City to commercial and public facilities. The trails system is primarily for recreational use while the urban pathways component is intended for both transportation and recreational uses.



## **1.2 ORGANIZATION**

The primary goal of the Sedona Trails and Urban Pathways Plan is to provide a framework and guidelines that the City and other local agencies can use in constructing trails and pathways facilities for non-motorized modes of transportation and recreation in and around the City. In order to implement this Plan the City should designate appropriate staff to coordinate the building of trails and non-motorized bikeways with state, county, and federal agencies and non-profit organizations having an interest in trails and urban pathways development in the greater Sedona region.

## **1.3 URBAN PATHWAYS - BICYCLE AND PEDESTRIAN FACILITIES**

Bicycling and walking are clean, efficient, and practical forms of transportation that promote personal health, reduce our dependency on oil, minimize automobile traffic congestion and contribute to improved air quality and quality of life in Sedona.

Implementing bicycle facilities and programs will place bicycle transportation on more equal ground with other modes of transportation and remove many of the hazards associated with pedestrian paths and bicycle use in Sedona today.

The urban pathways system, which will include bike and pedestrian paths, bike lanes and shared routes, should be maintained and expanded to provide safe and convenient access to destinations throughout the City.

The urban pathways system will provide continuity of routes throughout the City.

All new construction or reconstruction of city roadways must address the impact on bicycle and pedestrian accessibility, and the impact on the city-wide urban pathways network. Bicycle and pedestrian facilities should be developed, where appropriate, according to the design guidelines and alignments proposed in this plan.

The City will develop and use a consistent city-wide system of signs that include named or numbered routes, and destination and distance information.

Private as well as public facilities development should be encouraged to provide bicycle parking facilities. Frame-securing parking racks should be provided close to destination points.

Urban pathways should be maintained on a regular schedule in order to be kept clear of cinders, snow, debris, and vegetation. Surfaces should be maintained and repaired in an acceptable manner for safe use.

# 1.4 TRAILS

Trail corridors preserve open space, and while providing people with an array of outdoor recreation opportunities, serve to create refuges for wildlife and native plants. Trails shall be for non-motorized uses only. In most cases trails shall be used for multiple uses--hiking, equestrian, and mountain biking. Sedona has a great number of informal footpaths that are damaging soils and native vegetation. The trails component will strive to eliminate a number of informal paths in order to protect those natural resources while at the same time expanding the number of trails opportunities. While the majority of trails will be located in the Coconino National Forest, the City will initiate the development of both major and neighborhood trailheads strategically placed around the city in order to organize and direct ingress and egress.

Where appropriate, small pocket parks should be constructed in conjunction with trailheads to provide neighborhoods with a broader spectrum of recreational facilities.

The trails system will provide continuity of routes around the city and be linked with the urban pathways.

The City will develop and use a consistent city-wide system of signs, include named or numbered routes, and destination and distance information on all trails and at all major trailheads.

Trail surfaces must be maintained and repaired in an acceptable manner in order to provide safe and pleasurable experiences.

Trailheads are a major component of the total trail system. There are very few adequate trailheads in the Sedona area. The construction of trailheads with amenities such as parking with proper drainage, directional signage, vehicle barriers, and toilets should be given high priority.

All trails located on the Coconino National Forest must be approved in advance, by the District Ranger after environmental analysis according to the National Environmental Policy Act. Coordination must occur between the Coconino National Forest and the City to ensure that all proposed trails receive the proper clearances before construction takes place. Trails will be coordinated with the Sedona Ranger District's Five-Year Trail Plan.

Advocates of the Trails and Urban Pathways Plan should actively participate in the Sedona Red-Rock Ecosystem Management planning effort to assure the needs of the Trails and Urban Pathways Plan are met.

## **1.5 TRANSPORTATION**

The absence of safe and convenient bicycle and pedestrian routes is obvious in Sedona. Building bicycle and pedestrian related improvements, policies, and programs into the transportation planning process will cause land use and transportation systems to grow in ways that expand the range of choices available. The use of existing potential corridors for bicycle and pedestrian facilities will do much to alleviate transportation pressures and provide our citizens and visitors safe routes to travel either on two wheels or on foot. The system should ultimately provide safe routes by providing residential areas with connections to all schools and other public, recreation, and commercial service centers.

## **1.6 RECREATION**

The Trails and Urban Pathways system will be open for multi-use. Hikers, equestrians, and bicyclists must learn to co-exist on the system. The system should accommodate a variety of traditional as well as new and emerging recreational pursuits. The system's design should also provide accessibility and be free of barriers and obstructions in order to be usable by people with disabilities. Ultimately the system should provide linear connections to all public recreation areas and facilities in and around the City. Commercial hiking guides already use many of the trails in the Sedona area to show visitors the National Forest.

## **1.7 ADVOCACY**

Promoting trails and pathways related activities must be on-going. Bicycle commuting should be encouraged. The City should promote bike-to-work and bike-to-school days as well as other related events. Additionally, both the City and Forest Service (USFS), and Arizona State Parks should develop and promote brochures which will include local and federal laws, registration information for bicycles, Wilderness information, minimum-impact information, a map of routes and trails, events, techniques for safe hiking, equestrian use, bicycling, and a list of local organizations dedicated to the implementation, maintenance, and use of trails and pathways.

## 1.8 EDUCATION

A comprehensive education program must be developed focusing on both adult and child populations. This program should include special events, bicycle registration, publications, traffic classes, and coordination with various groups such as schools, the Chamber of Commerce, Sedona Business Association, and the Red Rock Pathways.

The City, USFS, and Arizona State Parks should work together to provide the following information and services:

- Bicycle safety classes as an alternative to fines for bicycle traffic violations
- Bicycle and pedestrian safety information materials to the public
- Promoting the use of helmets for bicyclists.
- Education to trail users regarding safety, low-impact use, etiquette, and consideration of other users.

## 1.9 ENFORCEMENT

Unsafe and illegal acts on trails and pathways ruin the users' experiences and can intimidate others from using them. Trails and pathways rules and regulations will be effective only if they are enforced. Both the City and USFS must develop programs to enforce established rules and regulations. As the system grows both agencies should expand their staffs to provide patrol and enforcement efforts. Programs such as bike and trails patrols should be considered. Signing is the key to good enforcement. Trailhead entry points with attractive sign and poster kiosks should be constructed in heavy-use areas.

## 1.10 REGISTRATION

Many cities implement a bicycle registration program in which vendors are required to register a bicycle upon sale. The buyer pays a nominal fee to have the bicycle registered and in turn it is registered with the Police Department. A registration program is useful in cases where a stolen bicycle's owner can be identified. Some communities use the registration fee to subsidize bicycle education programs. Registration could be an attractive feature if offered as a security service with fees commensurate with the benefit.

## 1.11 IMPLEMENTATION

Trails and pathways funding should be provided through the City's General Fund. Additional sources of funding should be sought from local trails and pathways groups. The USFS should also provide funding for trail and trailhead planning, construction, reconstruction and maintenance.

Grants and outside funding sources should be sought for facility and program development. Funding sources will be more evident if the roles and responsibilities of governmental entities are defined and agreed upon.

Right-of-way projects should be evaluated for inclusion of trail and bikeway opportunities.

All proposed City projects and State Heritage Fund applications should be evaluated for inclusion of trails and pathways objectives.

The "Friends of the Forest" trails committee of the Coconino National Forest can assist with volunteer recruiting, labor, technical expertise, and signage.

The plan does not reflect the specific roles and responsibilities of each governmental entity. As each segment of the Trails and Urban Pathways Plan is brought forward for implementation, these roles and responsibilities will be defined.